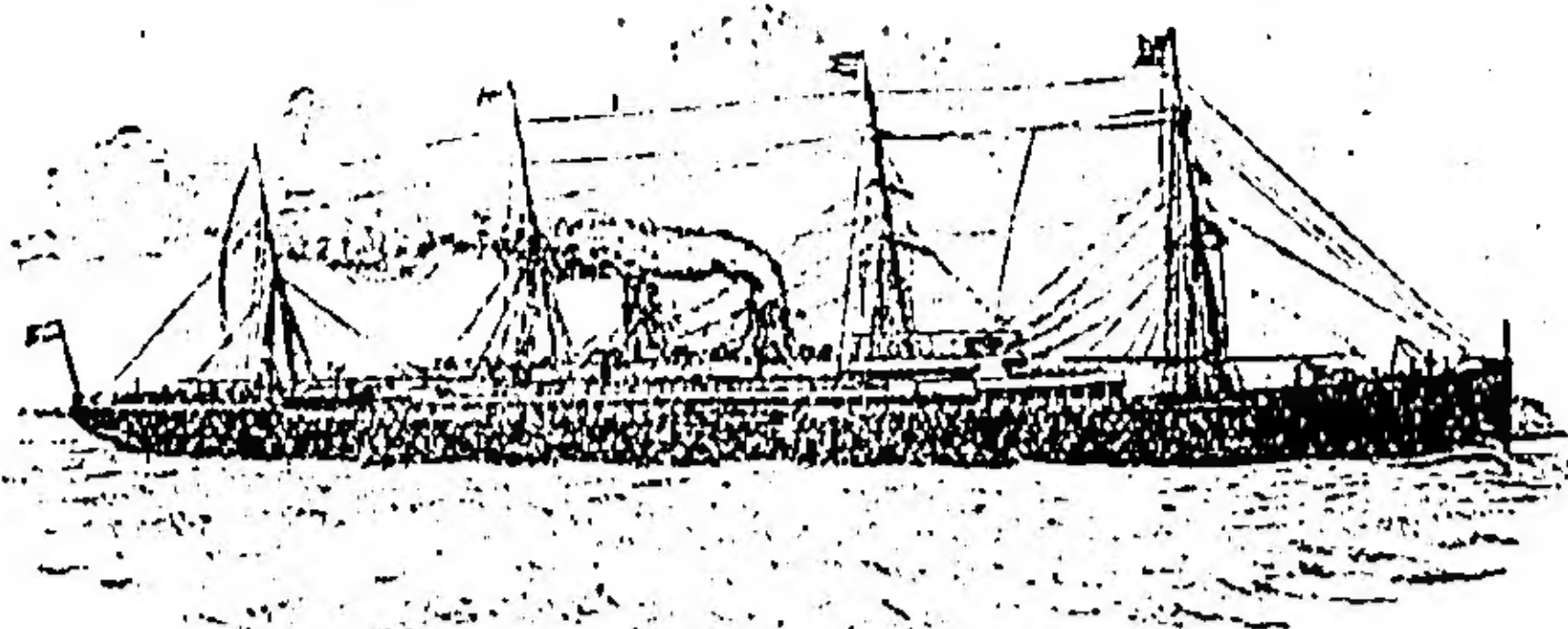






U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG. "CITY OF PEKING" SATURDAY, 6th June, at Noon. "DORIC" SATURDAY, 6th June, at Noon. "NIPPON MARU" WEDNESDAY, 24th June, at Noon. "SIBERIA" THURSDAY, 7th July, at Noon. "AMERICA MARU" SATURDAY, 10th July, at Noon. "KOREA" TUESDAY, 28th July, at Noon. "GABRIEL" TUESDAY, 4th August, at Noon. "HONGKONG MARU" FRIDAY, 15th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 28th-29th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KUBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding Orders to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 30th May, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1903.

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA	HAVRE, BREMEN and HAMBURG.	2nd June. Freight.
Förck	(Calling at SINGAPORE and COLOMBO).	
STRASSBURG	HAVRE and HAMBURG.	16th June. Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).	
SUEVIA	HAVRE and HAMBURG.	30th June. Freight.
Törck	(Calling at SINGAPORE and COLOMBO).	
NUKBERG	HAVRE and HAMBURG.	14th July. Freight.
Laburg	(Calling at SINGAPORE and PENANG).	
WURZBURG	HAVRE and HAMBURG.	28th July. Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO).	
BADENIA	HAVRE and HAMBURG.	11th August. Freight.
Rörden	(Calling at SINGAPORE and PENANG).	
NUBIA	NEW YORK VIA PORTS.	2nd June. Freight.
von Hoff		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building a.s.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,335	G. F. Morrison, R.N.R.
"FATSHAN"	2,359	A. W. Dixon.
"HANKOW"	3,975	E. V. Lloyd.
"KINSHAN"	2,860	J. J. Lousius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only. Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday } excepted. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas.

"SAINAM" 588 " " " " B. Branch. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903

1357c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES) HEINZ'S APPLE BUTTER) cannot be surpassed. HEINZ'S BAKED BEANS)

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

1553c

"HER-CU-LEX"

for

Nerve

Weakness

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not "a cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient; has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run down," and just dragging along in a half hearted manner; also, to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CU-LEX" will last for one year; is not bulky, makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

Every weak man should read it. It will prove interesting to you, as it has to others who had despaired of recovery by other means. Send at once and write name plainly. Address, mentioning this paper.

FREE BOOK

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

Sanden Electric Co., Dep't J.,

No. 51 Main St., Yokohama, Japan.

Intimations.

MIDZUSHIMA & CO.,

COAL MERCHANTS,

No. 4, QUEEN'S ROAD CENTRAL, (FACING DUDELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI. MINAMI-AIKAWA, OSAKA. KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MO:OMACHI, YOKOHAMA.

Telegraphic Address:—"MIDZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong. Code used—A. I. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS. CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. SOLE PROPRIETORS of Kanihoto and Tenoura Coal Mines. SOLE AGENTS for Kawanishi, Komatsugaura, Tenoura, Minamio, Ikejima and Kumagahata Collieries.

Hongkong, 3rd March, 1903.

K. UYEMURA, Manager.

1299c

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY

Late Dakin, Cruikshank & Co., Ltd

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHAW, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903.

19

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S KAUTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 12th May, 1903.

19

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903

1599c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

DISINFECTANT

SOAP.

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## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-MORROW, the 2nd day of June, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, below Mount Kellist Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	Mount Kellist Road.	250 ft. by 110 ft. 110 ft. by 140 ft. 140 ft. by 250 ft.	34,000	140	2,070

Hongkong, 23rd May, 1903. [624e]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY and THURSDAY, the 3rd and 4th June, 1903, at 10 A.M., at H.M. NAVAL YARD, SUNDAY VALM and VICTUALING OBSOLETE and CONDEMNED STORES, comprising:—BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c.

THE Naval Stores will be sold on Wednesday, the 3rd June, and the Victualing Stores on Thursday, the 4th June. Catalogues will be issued. TERMS OF SALE:—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 30th May, 1903. [648e]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to sell by PUBLIC AUCTION, on FRIDAY, the 5th June, 1903, at 11 A.M.,

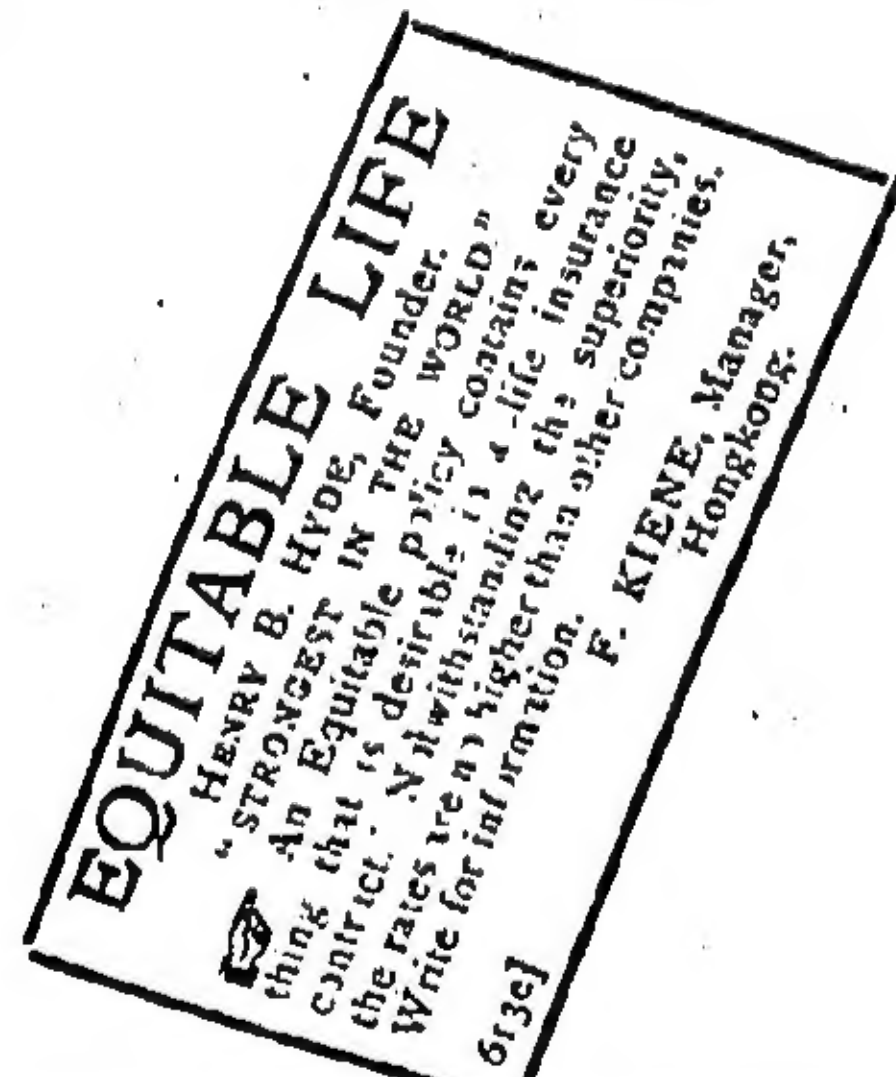
the Fire Brigade Station, 8 MANUAL ENGINES and GEAR; 8 LENGTHS SUCTION HOSE; 10 LENGTHS DELIVERY HOSE; 10 SUITS UNIFORM; 12 PAIRS BRASS COUPLINGS; 2 PRESSURE GAUGES; 25 RUBBER VALVES, and One Lot OLD CANVAS, &c., &c.

Also, at NOON, the same day, at the Central Police Station, a quantity of JEWELLERY, and on

SATURDAY, the 6th June, 1903, at 11 A.M., at The Water Police Station, Tsim-Tsa-Tsui, 55 SMALL CHINESE BOATS; 4 WOODEN BENCHES; 1 TABLE; 43 OLD LAMPS; AND

A Quantity of OLD MANILA HEMP and COIR ROPE, various lengths, ranging from 1 to 34-in in Diameter. TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 27th May, 1903. [635e]

## Insurances.



## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1903. [1st]

## Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASON'S HALL, Zetland Street, TO-MORROW, the 2nd June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th May, 1903. [640e]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS. Hongkong, 12nd September, 1898. [1e]

## Intimations.

## NAVY LEAGUE.

## HONGKONG BRANCH.

## PUBLIC MEETING.

M. R. H. F. WYATT, a delegate of the Head Office of the Navy League, will give an ADDRESS TO-MORROW, 2nd June, in the CITY HALL, at 7.15 P.M. Ladies and the General Public are cordially invited to attend. His EXCELLENCY THE GOVERNOR will take the CHAIR. E. W. MITCHELL, Acting Hon. Secretary. Hongkong, 29th May, 1903. [646e]

## HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE, Hongkong, till NOON, on FRIDAY, the 31st day of July, 1903, for the purchase of the privileges known as the OPIUM FARM established under The Prepared Opium Ordinances, 1897 to 1897, and Ordinance No. 1 of 1898, that is to say, the Sole Privilege of PREPARING OPIUM and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the Privilege of Collecting DROSS and of Preparing and Dealing in DROSS OPIUM, for Three Years from the 1st of March, 1904. Full Information as to Conditions of Tendering, &c., can be obtained from the Colonial Treasurer.

By Command, F. H. MAY, Colonial Secretary. Colonial Secretary's Office, Hongkong, 29th May, 1903. [647e]

## THE CHINA-BORNEO COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th June, at Noon. J. WHEELLEY, General Manager. Hongkong, 22nd May, 1903. [618e]

## KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY.

HAVE always on hand for hire Waters and China Ponies suitable for hacks or carriage work by day, week, or month. Horses Bought and Sold on Commission. G. W. GEGG, Manager. Telephone 64, Hongkong, 19th May, 1903. [638e]

## CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [543e]

## THE ROBINSON PIANO Co., Ltd.

## END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER ..... \$400  
NEEDHAM ..... 380  
DORNER ..... 375  
ROINSCH ..... 400  
SCHIEDMEYER ..... 250  
BORD ..... 280  
RACHALS (SEMI-GRAND) 700  
H. & MULLER ..... 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415e]

## WAI YUNG

PHOTOGRAPHER, No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND

TERMS MODERATE. Hongkong, 19th December, 1902. [1193d]

## Intimations.

## THE CHINA &amp; JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to

W. STUART HARRISON.

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903. [20]

**RIGAUD'S White Violet EXTRACT**

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

**RIGAUD & Co. 10,000 White Violets equal each bottle of Rigaud's Extract**

PARIS

## THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG. Hongkong, 20th December, 1902. [1399d]

## WING HING

WHOLESALE AND RETAIL.

DEALER IN

PORCELAIN AND EARTHEN

WARES,

OF EVERY DESCRIPTION AT

MODERATE PRICE.

No. 79, QUEEN'S ROAD CENTRAL.

(Established in 1883.)

Hongkong, 4th May, 1903. [139e]

## Intimations.

**SANTAS**

FLUID OIL CRUDE FLUID POWDER EMBROCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN. KILLS ALL DISEASE GERMS. OXYGENATES THE AIR.

Sulphur Candles. KINGZETT'S PATENT. Fumigators.

"HOW TO DISINFECT" Book Free.

THE "SANTAS" CO., Ltd., Bethnal Green, LONDON, E.

**DISINFECTANTS**

**CURES MEN & WOMEN**

Big & is a non-poisonous remedy for any venereal disease and inflammation of the urinary tract. It is guaranteed to cure Gonorrhea, Syphilis, and all other venereal diseases. It is sold by chemists. Circular mailed on request. The Evans Chemical Co., CINCINNATI, O., U.S.A.

## Consignees.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 3rd June, at 9.30 A.M.

All Claims must reach us before the 6th June, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 27th May, 1903. [613e]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd June, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 28th May, 1903. [14]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"MELPOMENE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 5th June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th June, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 19th May, 1903. [475e]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
AKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd June, at 4 P.M.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon
K. KOI	KOBE and YOKOHAMA	FRIDAY, 5th June, at Daylight
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon
SADO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY 13th June, at Daylight
S. J. G. PARSONS	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon
BOMBAY MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon
YAWATA MARU	HAMA	

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 28th May, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
-----------	-------	-----------	-------

Olympia ..... 2,837 J. Truebridge... June 24  
Trenton ..... 9,606 T. W. Garlick... June 30  
Tacoma ..... 2,812 A. Dixon ..... July 6

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 25th May, 1903. [874d]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 1st June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 21st May, 1903. [1004e]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"VALETTA," Captain W. B. Palmer, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tex for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 23rd May, 1903. [14]

## To be Let.

## TO LET.

FROM 1st July next, FLATS in ELGIN STREET (East End), fit for European Occupation.

AHMET RUMJAHN, 62, Queen's Road. Hongkong, 20th May, 1903. [643e]

## TO LET.

HOUSES in LEIGHTON HILL ROAD. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RIVON TERRACE. GODOWNS at BOWRINGTON, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 27th January, 1903. [209e]

## TO LET.

NO. 3, STEWART TERRACE, THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th April, 1903. [442e]

## GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 30th March, 1903. [397e]

## TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. Apply to H. N. MODY, Victoria Buildings. Hongkong, 2nd



## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

AERATED WATER  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED  
WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING ABSOLUTE  
PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co.,  
LIMITED.

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

TELEPHONE NO. 246.  
CABLE ADDRESS: "ACHIEVE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

CARMICHAEL AND  
CLARKE,CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to the Editor, 1, Lee Hoock Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$10 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is accessible to messenger. (The copies sent by post are additional \$1.50 per quarter is charged for postage.)  
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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 1, 1903.

HONOURS FOR HONGKONG  
OFFICIALS.

The news conveyed by Reuter of the honorary distinctions conferred upon three of the oldest officials in the Hongkong Public Service will be received throughout the Colony with considerable satisfaction. We are informed that the Imperial Service Order has been conferred on the Honourable Commander R. Murray Rumsey, R.N. (ret.), Harbour Master, and Mr. Bruce Shepherd, Land Officer at Hongkong, and that Inspector Mackie, recently retired from the Police Force, receives a medal. Each in his respective department, these three officials deserve well of the Colony, with which they have been long and honourably connected. Captain Rumsey and Mr. Bruce Shepherd are, we understand, both on the eve of retirement, while Mr. Mackie has been for the past month actually in the enjoyment of his well-earned pension. The recognition of the valuable services of the three officials cannot, therefore, but be endorsed as a fitting testimony of good services rendered to the Colony. Our first acquaintance with Captain Rumsey dates back about twenty years when Capt. Thomson held the substantive appointment as head of the Harbour Department. He was then working single-handed, Capt. MacEwen, the Assistant Harbour Master, having resigned on the 12th April, 1884. The assistantship was filled, by the arrival in the Colony of Capt. Rumsey on the 10th January of the following year. Within three months after Capt. Thomson left and his assistant assumed absolute charge for one year during his absence. For six months during 1887 Capt. Rumsey went on leave returning in the middle of October. The post of Harbour Master became vacant on the 1st May, 1888, on the retirement of the holder of the appointment, and Capt. Rumsey was appointed thereto. Since then he has conducted the duties of his office, under the Merchant Shipping Ordinance (consolidated and amended at each stage with the growing requirements of the port), with considerable efficiency and, speaking generally, to the satisfaction of the shipping community. The duties and obligations devolving upon the Harbour Master are many besides a number of minor matters to be dealt with during the time a ship is in port—matters in connection with the crew; statutory requirements relating to masters, their agreements, their official logs, &c.; and emigration; storage of explosives, &c. He is practically at the beck and call of the people whose interests he has to attend to. Although on one occasion recently we had to refer to an instance in which the Harbour Department failed in its courtesy to the master of a British trader, the subsequent facilities which the captain obtained on the next day must be taken as ample reparation for the shortcomings previously complained of. In addition to the departmental routine duties, as head of the shipping office, Capt. Rumsey acts as advisor to the Government in all matters relating to the principal factor contributing towards the prosperity of the port. The share he has taken in the debates of the Legislative Council shows him to be an official of the true orthodox type, always with the official phalanx, though willing and ready to secure any advantage and facility to shipping and commercial interests. The lighting of the harbour approaches has been considerably improved during Capt. Rumsey's tenure of office. The construction of the Gap Rock Lighthouse was commenced and completed within his time, and the Waglan Light was taken over from the Chinese Government during his regime. There is now a far more improved system of signalling the approach of vessels, and his association with the committee of inquiry on the Hongkong Observatory effected some little improvement on the debateable subject of storm warnings. Should the Kowloon Bridge, first mooted by Capt. Rumsey, ever become an *fait accompli* his name, if for no greater scheme, will ever be associated with it and the Colony.

In another department and one whose work is not so much in evidence before the public but certainly none the less thoroughly recognised and gratefully acknowledged, Mr. Bruce Shepherd claims a

rightful meed of praise. It would almost be a work of supererogation to enlarge upon the inestimable qualities of an officer and a gentleman, with whose retirement, opinions are unanimous, the Colony will be all the poorer. Mr. Shepherd's date of appointment in Hongkong is the 14th August, 1882. Just a year after he succeeded Mr. Hazeland as acting deputy registrar of the Supreme Court in addition to his office of clerk of the Deed Registry. With the transfer of the Land Office to the Registry of the Supreme Court towards the end of 1884 Mr. Shepherd was gazetted deputy Land Officer on the 19th November. Very shortly after a petition (in January, 1885) was presented to the Legislative Council praying for legislation to improve the land laws in force in Hongkong, owing to the fact that a very large number (it was believed a majority) of the titles to land in the Colony had, for various reasons, fallen into a most complicated and entangled condition. This circumstance did not tend to lighten the duties of the incumbent in the Land Office. If anything, they were aggravated by the growing practice of dividing lots into sections and sub-sections. As far as we know, the law has not been amended, and through all the difficulties and accumulations of work which have at times arisen through the department being greatly under-officed, Mr. Shepherd has cheerfully put through his onerous duties with conspicuous success. Contrast the rent roll of the Colony twenty years ago with that of the present day and we have but a fair idea of the phenomenal growth in the work of the department over which Mr. Shepherd so successfully presides. The total number of lots on the 24th December, 1883, amounted to 1,886 with a rental value of \$154,000. Of these 268 and 950 were Hongkong Marine and Inland Lots, respectively. In 1903 the rental value of the Colony can safely be estimated at over six million dollars, with a proportionate increase in the lots throughout the Colony and its dependencies. Nor is his urbanity of manners lost to the community who are so often brought into touch with Mr. Shepherd in the almost daily transactions at one time attending land deals in the Colony. The squatters' holdings in the suburbs and districts have ever been a source of trouble, but with the appointment of the Board to inquire into the question and examine titles, &c., Mr. Shepherd, as secretary since its constitution in 1890, has been of invaluable aid to the members of which the Board have from time to time consisted. His investigation into the Kowloon reserve lands and later his exhaustive report on the system of land tenure best adapted to the New Territories are works that will long outlive the retirement of the subject of our notice from active service. By none other is the regal recognition more richly merited.

If Mr. Mackie much has been written and said shortly before he left these shores for England in April last; suffice it to mention that his long record of service in the police is as widely known as it is generally appreciated.

## LOCAL AND GENERAL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date. —Advt.

Mao Taotai, the Director of the Tientsin Bank has gone to Peking to discuss the Government Mint with the Board of Revenue.

The London *Gazette* announces that the King has been pleased to approve of Mr. Gaston Ernest Liebert as Consul of France at Hongkong.

It is reported that a certain supposed rich tin lode in Pahang has, on examination by an expert, been found to consist principally of sand and stone.

The Tientsin Prefect Ling is said to be strongly opposed to contracting any foreign loans for the City finances, and maintains it is better to work for a Government grant at a low rate of interest.

MANY people are of opinion, says the *Malay Mail* that the new export duty on tin should have been imposed a year ago before the American Company expended money on land, staff, &c.

Now look out for LeMunyon's new store adv. It is a beauty. —Advt.

It is generally understood, that Li Kwai Fan, one of the murderers of Yeung Kue Wan, and who was sentenced to death at the last criminal sessions, will have the sentence commuted, to that of penal servitude for life.

VICKER'Y Tsen Ch'un-hsuen, according to a Chungking telegram, passed the city of Luchow in the same province (Szechuan) on the 20th ult., en route South. H.E. will therefore be unable to arrive in Shanghai much before the 10th inst.

The Commander of the N. D. L. steamer *Nurnberg* reports that he has passed 101 May, 23rd in 2 deg. 5 min. North and 170 deg. 11 min. East. The British barge *John Davis* code signal Q. C. G. M. which wishes to be reported "all well."

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon. —Advt.

Two more cases of plague occurred in the Victoria Canal this morning, the victims being natives, who were serving their time there. We regret to learn that P.C. Hampdon, attached to the Tsim Tsa Tsui Police Station has contracted the disease, and was removed to the Kennedy Town Plague Hospital yesterday.

THERE was a fire in town yesterday to the effect that Kang Yu-wei, the reformer had arrived in the Colony per the French Mail *Arman*, and that he landed without being observed. Later in the day, it was found out that the Imperial recall, supposed to have been emanated from the Emperor Kwang Su, was a false one, and that it was through the machinations of the Empress Dowager. We are also informed that Kang Yu-wei, took the first steamer bound for the South again yesterday.

A CORRESPONDENT writing to the *Pinang Gazette* on the subject on judicial appointments in the Malay States thus concludes his article:—Lately several members of the Perak service have been given appointments in Hongkong and the Government might do worse than reverse this process and call on the Hongkong Service to supply one of the magisterial offices in the States. Magisterial experience in Hongkong confers and must confer just that knowledge on the Chinese and Chinese methods of business which is invaluable in the Native States, and it would be a matter of satisfaction to all who are interested in the welfare of the States to hear that the next magistracy which falls vacant had been offered to one of the occupants of the Hongkong bench.

Don't forget the chits for they will not go to LeMunyon. —Advt.

FORGERY ON THE H. & S.  
BANK.

A shroff named Chang Hin-sze was brought before the Mixed Court, Shanghai, remanded from the 24th April charged with attempting to utter a forged cheque for Tls. 150 on the Hongkong and Shanghai Bank on the 23rd instant.

Inspector Matheson said that the Police had been unable to arrest the actual forger of the cheque. He thought that if the present prisoner were dealt with, there would be more chance of arresting the other man.

A representative of Messrs. Sassoon and Co. said that the prisoner was an insurance shroff in their employ. He was willing that his brother should go to Hankow to find the actual forger, but was anxious that a runner of the Court should go as well to assist him. The prisoner was willing to pay the expenses.

The prisoner was released on the same bail as before, Tls. 50, and it was left to the Court to make arrangements for arresting the fugitive. —A. C. D. News.

## THE SILVER QUESTION.

The price of silver naturally continues to attract a considerable amount of attention. We have seen a fairly smart rise and then a set back during the week. There are several factors at work to contribute to the former, amongst which is the purchase of more than 300,000 ozs. per week by the United States Government for the purposes of the new Philippine coinage, which has kept American supplies from coming on to the market there. The Indian price has likewise been high, there was a considerable French order to be filled, and there is no doubt that a moderately considerable "bear" position had to be covered. There have not been wanting signs that a partial "corner" existed in April silver, and sellers of May silver are also believed to have been caught "short." Certainly there has been a considerable demand for spot metal, and brokers have been asking everywhere for the "loan" of silver, but with very few results. In face of falling prices, stocks have been kept low, and in the absence of the usual quantity coming forward from America, and the strong demand that has come from India, there is little matter for surprise that orders have been difficult to fill. The future remains, however, on as insecure a basis as it has done for some time.

Meanwhile the Commissioners appointed by the United States Government to consider the request of China and Mexico whether means can be arranged to use silver at a stable ratio with gold will be long reaching this country after their visit to Mexico. Concerning this visit, a Mr. Gadd, an American who has devoted considerable attention to the question, suggests that in view of the friendly official visit, a committee should be formed to study the silver question in all its bearings and acute developments, surrounded as it is in 1903 with conflicting interests and arbitrary exchange influences, alike prejudicial to the best interests of gold standard and silver using and producing countries. He goes on to ask: How is the value of silver to be determined for the purpose of a stable exchange for silver using and producing countries? His reply is that the climax of value, whatever that value may be, cannot be balanced except through bullion banks of issue, acting automatically to maintain a stable exchange between gold standard and silver using and producing countries, otherwise the silver problem will continue to bristle with perplexing fiscal eventualities. He proposes that silver should be based on gold, but without a ratio to gold, and operated without the presence of gold, and he further claims it to be an exchange plank strong enough and broad enough to carry the silver product of the world, even should the output become doubled or trebled in volume. Bullion banks of issue when operated from London and New York, will legitimately and profitably employ all the silver produced. —L. & C. Express.

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DESPERATE SITUATION IN  
YUNNAN.THE CAPITAL AND MENGTSZ  
BESIEGED.

TOWNS CAPTURED.

It was only a few days since that Reuter telegraphed from home to the effect that a serious anti-dynastic outbreak had occurred in Yunnan, and that the rebels had captured the city of Linanfu. Since then further information of a serious character has been received in the Colony, not the least significant being a telegram to M. Réau, the Vice-Consul for France, stating that native officials had informed the French Consuls at Yunnan and Mengtsz that the situation had grown very serious, and urging them to at once call in the workers on the railway line now being built between Tonking and Yunnanfu. This they evidently proceeded to do, and, according to the telegram just to hand, both the capital of the Province and Mengtsz have been besieged for the past fifteen days. The wire states that in Yunnanfu there are sixty inhabitants of French nationality, including ten women and children, while at Mengtsz the community comprises a hundred French and Italians, thirty being women and children. The Chinese officials in those places are in despair and consider the situation as extremely grave. The telegram confirms the report of the capture of Linanfu, and adds that Hemitcheou and Chippingcheou have also been taken, thus cutting off the line of communication from Yunnanfu.

## THE STRAITS CURRENCY.

Although local expert opinion has up to the present, says the *S. F. Press*, confined itself, publicly at all events, to a more or less general expression of opinion that the scheme formulated by the Straits Currency Committee at Home for ensuring a fixed currency is likely to prove a failure, there are many points open to discussion, and many details that may cause serious harm to our trade if not foreseen and provided against. Government has not yet declared its intentions as regards adopting the recommendations of the Committee, either wholly or in part, and possibly will not do so until its plans are matured. It is stated that during the recent visit of the Colonial Secretary to Batavia, he took the opportunity of consulting the Netherlands Indies officials on currency and other matters. Now that Mr. Taylor has returned, an opportunity may be given members of the Legislative Council to express their views on the scheme, for though the currency question has been discussed at nauseam, there is still much to be said on details. The Committee of the Chamber of Commerce have, it is understood, already considered one or two points, but reference to them may yet be premature. A matter of great importance to the trade of the Colony is how to deal with what Mr. A. Huttenbach in his book calls the "co-user"—the traders in the surrounding countries who know no coin but the Mexican or British dollar, and use no other in remitting to Singapore. The custom of a native trader away from Singapore is to send produce here, and take back manufactured goods, rice, and a certain proportion of dollars. Or he may pay for goods purchased here partly in produce and partly in dollars. A difficulty will arise if he is not permitted to carry on his business, paying and receiving balances in specie. According to Mr. Huttenbach's calculations, half the whole trade of the Colony is done with countries who would, because co-using the Straits currency, be affected by any change in it. He specially mentions the case of Deli and Acheen, whose trade is so important to Penang, saying that safe action can only be taken by the Straits with a full previous knowledge of the intentions and extent of co-operation of these co-users. From Deli we have now an indication of opinion, attached to a criticism of Mr. Huttenbach's book in the *Deli Courant*, of May 11. That journal quotes the expression of Mr. Huttenbach's opinion that as far as Deli is concerned it looks very much as if they will go on using the British and Mexican dollar, and goes on to say: "We would sincerely regret this: we consider it of great importance that also for Deli a fixed dollar rate should exist, the more so as she can foresee that if the Straits should adopt a dollar with a fixed rate, the Government will at the same time forbid the importation of dollars. Then silver will go down still more and the dollar still further depreciate. The rise of the last few days must be attributed to the daily expectation of a Government resolution regulating the rate of exchange. On the adoption of a good basis in India and Japan, silver at the beginning rose, only to fall to a lower point afterwards. It would not at all astonish us if the dollar, after the regulation of the exchange question in the Straits, should go down to 80. In any case Deli can derive no profit by the maintenance of the Mexican dollar, while it would have all the advantages of a fixed dollar rate equal to that of the Straits."

A GREAT TEA COMPANY FOR  
KYUSHU.

POSSIBLE FORMATION.

The Kyushu Tea Export and the Brick Tea Manufacturing Companies, of Nagasaki, and the Tea Manufacturers at Fukuoka and Kumamoto, which have hitherto been working together under an agreement signed by them last year, are now reported to be arranging for their amalgamation into one concern. These companies will convene general meetings of their shareholders at an early date to consider the amalgamation question, which the directors of the four firms desire to accomplish as soon as possible, for the purpose of reducing the cost of production of their goods.

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## RUSSIA AND MANCHURIA.

In the House of Lords on the 30th April, Earl Spencer asked the Secretary for Foreign Affairs whether the report which appeared in the newspapers as to the communications between Russia and China in reference to Manchuria was true, or if he could give the House any information on the subject, it would be a source of satisfaction.

The Marquess of Lansdowne, in reply, said:—At the last meeting of the House I mentioned to the noble Earl that communications were passing between the Russian Government and the other Governments concerned with regard to the conditions which the Russian Government were alleged to be demanding in connection with the evacuation of Manchuria. These communications are still in progress; but, in the meanwhile, we have received, from a source the authority of which we cannot question, information to the effect that the Russian Government have laid information that they have no knowledge of the reported Convention, and that they disclaim all intent on of seeking exclusive privileges in Manchuria, or departing from the assurances given in regard to that province.

In the House of Commons Mr. Bowles asked the First Lord of the Treasury whether His Majesty's Government would consider the advisability of proposing to the Russian Government a reference to the arbitral jurisdiction of The Hague of the questions which have arisen relative to the claims and position of Russia in Manchuria; further, whether they had considered the advisability of proposing to the Russian Government to refer also the pending questions affecting the interests of both countries in Persia, Afghanistan, Asia Minor, and the Dardanelles.

Mr. Balfour: In regard to both these questions, while His Majesty's Government are desirous of using to the utmost the advantages given to international relations by the constitution of The Hague tribunal, we do not think that any of the questions now pending between us and Russia are of a kind which that tribunal could usefully deal with.

Mr. J. Walton asked the Under-Secretary for Foreign Affairs whether, seeing that Russia had collected and retained the Imperial Maritime Custom Revenues at Newchwang since August, 1900, and in view of the fact that these formed part of the security for Chinese loans, His Majesty's Government had made representations to the Russian Government in regard to the restoration of these moneys in the interest of British bondholders; and, if so, with what results?

Lord Cranborne: We have been informed that the duties collected by the Imperial Maritime Customs at Newchwang are paid into the Russo-Chinese Bank to the credit of the Chinese Government, minus the monthly amount required for the support of the office. I understand that the Russian authorities claim to deduct from these funds the amount expended by them in the repair of the Shanhai-kwan-Newchwang Railway, but further inquiries are being made as to whether such an arrangement would endanger the security of the bondholders. —L. & C. Express.

THE CHINESE MEETINGS  
AT SHANGHAI.

It is reported in local mandarin circles to the effect that the Shanghai Taotai has received secret instructions from Peking through the high authorities at Nanking to find out the names of the men who called the public meetings at Chang Su-ho's garden, a short time ago, and at the Canton Guild, on Ningpo Road, to protest against the action of Governor Wang Chieh-ch'un regarding Kwangsi, and the conduct of the Russians in Manchuria. It is further stated, according to the *N. C. D. News*, that attempts are to be made to arrest and punish some of the men who spoke at these meetings.

## THE STRAITS TIN TRADE.

The *Perak Pioneer* thus comments on the action of the F.M.S. Government in putting a prohibitive duty on the export of tin ore from there to countries beyond the limits of the Straits Settlements.

The decisive action of Government will not however interfere with legitimate tin trade operations by the American Syndicate or any other company. It will still open to the syndicate to purchase all the ore it can, smelt it locally and export the metallic tin on small tins to any part of the world. The American endeavour to capture our tin trade having thus been signally checkmated an era of uninterrupted prosperity for the industry may be confidently expected. The policy of the Government in levying a prohibitive duty on tin ore might be liable to be misconstrued and subjected to adverse criticism in certain quarters; but its action in the manifest public interests can well afford to stand the brunt of any unreasonable cavillings on the part of interested parties. Now however that Government has gone so far, it is a matter for consideration whether the time has not arrived and circumstances come about for the total prohibition of the export of tin ore from the F.M.S. By this measure not only all difficulties and complications will be avoided; but the revenue would be benefited by the levy of the higher rate of duty on the metallic tin.

## SHIPPING AND MAILS.

MAILS DUE.  
American (*Doric*) 4th inst.  
English (*Massilia*) 4th inst.  
Australian (*Chinglu*) 5th inst.  
German (*Preussen*) 13th inst.  
American (*Nippon Maru*) 13th inst.  
Australian (*Taiyuan*) 21st inst.  
American (*Siberia*) 22nd inst.  
Canadian (*Empress of India*) 22nd inst.

The E. & A. Co's s.s. *Eastern* will leave Manila this afternoon and may be expected here on 6th inst. p.m.

The C. P. R. Co's s.s. *Tartar* which left Yokohama on 16th ult., arrived at Vancouver on 29th ult., at 6.30 p.m.

The C. N. Co's s.s. *Taiyuan* from Australian Ports left Sydney on 29th ult., and is expected to arrive here on 21st inst.

The C. P. R. Co's s.s. *Athenia* arrived at Shanghai 2 p.m., 30th ult., sailed 11 a.m., Sunday, and is due at Nagasaki 7 a.m., 2nd inst.

The P. & O. S. N. s.s. *Massilia* left Singapore for this port on 30th ult., at 6 p.m., with the Outward English Mails, and is due here on 4th inst., at about 2 p.m.

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## TELEGRAMS.

(Reuter's.)

## Mr. Chamberlain's Fiscal Policy.

LONDON, 29th May.  
Mr. Chamberlain says that although an entire reversal of the Fiscal Policy is not suggested, the application of his ideas would require a new mandate involving the consideration of the general condition of the country and the position of the working classes; without closer fiscal relationship and closer political union, the Empire was impossible; when a new mandate had been obtained, another Colonial conference would be called and in the meanwhile the fullest information would be collected as to the likely effect of preferential tariffs on the manufactures of the country. The opposition leaders did not participate in the debate, awaiting Sir Henry Bannerman's motion on fiscal policy.

## The Prince of Wales' Visit to India.

The proposed visit of the Prince of Wales to India lacks foundation.

## "Times" Correspondent Expelled from Russia.

The *Times* correspondent at St. Petersburg has been expelled from Russia, it is supposed, for criticising internal affairs.

## Result of the Oaks.

1. Our Lassie.
2. Hammerkop.
3. Skyscraper.

## Naval Appointments.

Admiral Drury has been appointed a Lord of the Admiralty and will be succeeded in the East Indian Command by Rear Admiral Alkinson Willes.

## Somaliand.

The *Telegraph's* Somaliand correspondent states that Galkayu will be evacuated by the 15th June. Scoury is raging amongst the native troops and many British officers have been invalided home.

## The Labour Problem in South Africa.

The Rhodesian Chamber of Mines has decided to make a trial of Indian labour, and if this proves unsatisfactory the only alternative will be to import Chinese.

## Mr. Chamberlain's Fiscal Policy.

The German press is profoundly impressed by the speeches of Mr. Balfour and Mr. Chamberlain. It had been believed that Mr. Balfour would repudiate Mr. Chamberlain's policy, but it is now realized that Mr. Chamberlain and the Government are in earnest. American opinion is incredulous as to the practicability of the proposals.

## Decorations for Hongkong Officials.

The Imperial Service Order has been conferred on Hon. Comdr. R. Murray Rumsey, R.N. (Retd.), Harbour Master, and Mr. Bruce Shepherd, Land Officer at Hongkong. Inspector Mackie, Hongkong Police, receives a medal.

## Russia and the "Times."

The Russian authorities have informed the *Times* correspondent that they dislike the tone of his correspondence and the *Times* in general, which has attacked Russian policy. They have therefore resolved to read the *Times* a lesson.

(N. C. D. News.)

## Imperial Audiences.

Peking, 26th May.  
Their Majesties granted audience this morning in the Grand Council Chamber to the Censors Chang Jun and Sung Lien (Manchus).

## Russian Activity on the Yalu.

Tokio, 27th May.  
The latest news indicates that the Russians and Chinese at Yung-Ampho total 200, with two steamers maintaining touch with Aotung, in disregard of all protests from the local officials.

Replying to the Russian Minister at Seoul, the Korean Government insists that all acquisitions of lands and buildings for residential purposes by aliens in the interior in connection with mining and railway concessions, have been hitherto prefaced by official sanction; whereas the Russian purchases at Yung-Ampho were entirely without sanction.

## The Opposition is Bellicose.

Tokio, 27th May.  
The Leader of the Opposition in the Lower House has presented a series of questions to the Government, wherein he asserts:—

First, that affairs in Korea are producing uneasiness in Japan.

Secondly, that the condition of Manchuria constitutes a violation of Chinese sovereignty, an injury to the interests of Japan, and an ultimate disturbance of the peace of the Orient.

Thirdly, that the Government has failed to co-operate with England in utilising the alliance which was intended to secure the integrity of China and Korea.

Fourthly, that national armaments are futile unless they are utilised at such a juncture as the present.

## But the Government Scores.

Tokio, 27th May.  
An address to the Throne impeaching the Ministry, introduced into the Lower House by

ASK FOR ASAHI JAPANESE BEER—G. Girault

the Opposition has been rejected by 228 to 123 votes.

## Court News.

Peking, 28th May.  
Their Majesties granted audience this morning in the Grand Council Chamber to the Grand Secretary Sun Chia-mai, Ming Hsin (Manchu), and General Lai Tsing-chien.

## Mr. Chamberlain's Zollverein.

London, 27th May.  
Sir Henry Campbell-Bannerman, on the second reading of the Finance Bill, will move that "the House, regarding Free Trade as essential to the welfare of the people and Empire, declines to proceed with the Bill without further disclosure of the fiscal policy of the Government."

## The Discord in Macedonia.

London, 28th May.  
Mr. Netchevich, a Bulgarian ex-Minister, has gone to Constantinople on a semi-official mission, to sound the Porte with the view of arriving at a friendly understanding, and dissipating the existing distrust.

## RELATIONS WITH FRANCE.

However much the political importance of his Majesty the King's visit to Paris may be outwardly minimised the significance of his speech to the members of the British Chamber of Commerce will not be overlooked in the chanceries of Europe. Quickened, no doubt, by the tortuous policy of the Power towards which Great Britain was traditionally disposed to incline, there has been a remarkable drawing together of the two nations since the memory of the Fashoda episode was buried. And when his Majesty said "I trust the friendship and admiration we all feel for the French and their glorious traditions may develop into a sentiment of the warmest affection and attachment," he was acting as the mouthpiece of the whole nation. There is no people for whom the British entertain a warmer and more genuine regard than the French, but not until the recent unmistakable outbursts of national sentiment had disposed our neighbours of certain unfounded suspicions as to our foreign policy, was there scope for this feeling to fructify in the cordial understanding we now believe to be in view. Nor was his Majesty glazing over real difficulties in order to tickle his host's ears with honied phrases. In no vital direction does the policy of Great Britain clash with that of France; since the partition of Western and Central Africa closed doors to Chauvinist enterprises in that part of the Continent, there are only two points where their interests are even likely to conflict. We refer, of course, to Morocco and Siam. With regard to Morocco the lines of an amicable settlement have been indicated. As long as Great Britain's trading rights are protected and the neutralization of the Mediterranean littoral opposite Gibraltar guaranteed, we have no concern in the future of Morocco, and France might be left with a free hand to extend her territorial holding whenever she pleased. There is reason to believe that an understanding on these lines would not be unacceptable to France and Spain. If advantage is taken of the present's approachment to come to a general agreement on this basis, the greatest danger of a breach in the good relations of the two Powers will be removed.

In Siam the position is more delicate. We do not question that responsible French ministers are in accord with the declared policy of Great Britain, to maintain the integrity of the Siamese Kingdom as a buffer between India and Indo-China. The French Colonial Party are, however, governed by no such moderate ambitions. They look ultimately to the complete absorption of Siam and will countenance no policy which does not open the door to further aggrandisement. Unfortunately the Colonial Party are a power in French politics. They have more than once brought the two Governments to the verge of a serious impasse, mainly through their stubborn opposition, the ratification of M. Delcasse's Franco-Siamese treaty has been postponed for a year and it is useless disguising the fact that with a weaker Foreign Minister than M. Delcasse, the extreme Colonial group might commit France to a course inconsistent with the rights of Great Britain. But in Siam, no less than in Morocco, there is no problem which ought to be beyond the resources of prudent statesmanship. The real danger lies not in the clash of rival interests, but in the fatal habit of drifting which has become engrained in the British Foreign Office. If the British Ministry will only overcome their constitutional dislike to a definite policy in any part of the world, and float on the present wave of enthusiasm a sound working agreement with regard to these two danger points, there is little fear of any purely Anglo-French complication upsetting the entente cordiale between the two countries. This is, moreover, an understanding which need arouse no fears and excite no jealousies. It menaces no legitimate interests; it runs counter to no reasonable ambitions; but adds one more guarantee for the preservation of the peace of Europe, which each year becomes better with sacrifices to maintain.—*Times of India.*

## AUSTRALIA AND THE LASCARS.

We sincerely hope the Government will assume a stiff-necked attitude towards the preposterous position taken up by the Commonwealth Administration in the matter of the mail contracts. Of all the irrational and oppressive legislation the subservient Barton Ministry has been forced into at the bidding of the Labour Party, this enactment against the employment of lascars is the most unjustifiable. Australia entirely depends for its markets upon communication with Europe. It has contributed nothing towards the cost of the splendid fleets of steamers which keep it in frequent contact with the west; it provides none of the business ability which manages

them, and it takes no share in providing the officers and men who man them. Yet since the Commonwealth Government came into being they have deliberately adopted a policy of harassing the great companies upon which they are dependant for their material prosperity. For some of these measures there is the justification that the interests of the shipping companies clash with those of the Australian firms engaged in the Coasting trade. But for the crusade against the lascars there is not even this excuse. If the whole of the lascars engaged on ships plying to the Antipodes were discharged to-morrow not a single Australian would benefit. Very few Englishmen would derive advantage either, as their places would be taken by the Dutchmen and Swedes who are flocking into the British mercantile marine in yearly increasing numbers. These considerations are not likely to have weight with the Australian Labour Party, nor with the Barton Ministry, which is its obedient tool. The Labour members are guided by a bigoted and unreasoning prejudice against Asiatic labour in any form, and care not if foreigners take the place of the British subjects whom they desire to oust. There is only one answer to such demands. If the Australian Government, in accordance with the Act against the Bombay and Bengal Chambers of Commerce protest, so strongly decline to be a party to any agreement involving steamers employing coloured crew, it is the duty of the British Government, if possible, to make arrangements independently of Australia. It is extremely doubtful if the mail service to Australia could be conducted entirely by white labour. The Orient Line tried it and had to abandon the attempt. Even if the alternative were practicable, remembering that while labour would be chiefly foreign labour, it would be a monstrous injustice if British subjects were thus displaced by aliens. If the Home Government and the shipping companies will only present a united opposition to this insolent claim, they can easily frustrate the tactics of the ignorant Labour members who have too long been allowed to "boss" Australian politics.—*Times of India.*

## NEW PESOS EN ROUTE TO MANILA.

COINS EXPECTED TO ARRIVE BY JULY 1.

The first shipment of the new Philippines pesos will reach Manila on the transport *Thomas* due here from San Francisco on May 27th, reports the *Manila Times*. It consists of 1,200,000 coins and will be followed in close succession by several other large shipments. A shipment of 2,300,000 pesos left New York on May 10th and is routed by way of the Suez. Nothing definite is known here as to the date of its receipt as it is not known what vessel will bring it from the Mediterranean to the Orient. It is expected that a third shipment of 1,500,000 will be started from San Francisco on the transport leaving there on June 1st. These insure a supply of at least 5,000,000 by July 1st and it is not impossible that that amount will be exceeded by 1,000,000 or 2,000,000.

It is believed here that the amount on hand on July 1st will be sufficiently large to warrant the inauguration of the new currency on that date, but the plans of the Philippine Government as to the matter have not been clearly defined. Certain steps in preparation for the new plan have been taken at the Baguio sessions but they do not definitely foreshadow the governmental plan.

There is still much speculation about the plan of converting the present currency but the task grows easier every day, for silver continues to leave the islands in large quantities. Since January 1st 7,000,000 pesos have been exported and if the drain continues at the present rate it is possible that 9,000,000 or 10,000,000 pesos will represent the total exportations by July 1st. It is also anticipated the shortage created by the exportation will have a tendency to drive the price of silver up in Manila.

## PREPARING FOR THE NEW COIN.

It is evident that the Philippine Government intends to place the first of the new currency in circulation on July 1.

The executive orders issued by Governor Taft after the recent conference which the Commission had with Treasurer Branagan and Auditor Lawshe clearly indicate that such is the purpose of the Government.

These orders direct that all disbursing officers of the Government shall deposit all local or Mexican currency in their hands which is not required for distribution before June 30. No payments in local or Mexican currency will be made by any disbursing officer after June 30, the close of the fiscal year, although any disbursing officer who is unable to complete his payments for the fiscal year will be permitted to hold his accounts open until July 15. Immediately upon closing their accounts up to June 30 all disbursing officers will at once deposit in the treasury all balances due the Government as shown by the accounts current.

Hereafter all heads of bureaus, and officers, are expected to exercise a reasonable supervision over the affairs of all cashiers or disbursing officers serving under them, consistent with the responsibility imposed upon such officers and the discretion conferred by law upon each disbursing officer. For this purpose each head of a bureau or office is directed to cause to be counted and verified the cash with which each cashier or disbursing officer under his jurisdiction is chargeable, at least once a month. In every case where a disbursing officer is disbursing for more than one bureau or office, he shall submit to each head of bureau or office for which he disburses and shall also state the amount on hand in cash and the amount on deposit and the name of the depository.

Every disbursing officer shall state on every account current rendered by him to the Auditor, the kind or kinds of currency comprising the

balance shown on the account current and shall also state the amount on deposit, and the name of the depository. The examiner will report to the Auditor the amount on hand and deposit at the date of each investigation.

One of the acts which the Commission has passed is an act requiring officers and agents of the Insular Government whose duty it is to receive and deposit revenues or other money in the Insular treasury or in a designated depository, to deposit the same promptly and providing a penalty of \$2,000 for failure to do so; and also a penalty for failure by any accountable officer of the Insular Government or provincial governments to render accounts as required by law.

## SHIP BUILDING IN GREAT BRITAIN.

The decline in the shipbuilding trade is shown very clearly in the returns issued by *Lloyd's Register of Shipping* for the first quarter of the year. The total shipping under construction in the United Kingdom on March 31, excluding warships, was 425 vessels, of 974,686 gross tons. At the same date last year there were under construction 431 vessels, of 1,240,344 gross tons. It will be noticed that the number of vessels is not greatly different in the two cases, and that consequently the average size must have been largely decreased. The most noticeable falling off has been in sailing vessels. In the first quarter of 1902 thirty of these aggregated 26,840 tons—an average of 895 tons each; while this year forty-three only totalled 11,321 tons—an average of 263 tons. This looks as if the big sailing ship had not proved as economical as had been anticipated. The number of sailing ships under construction is nearly 50 per cent greater than it was in 1902, but the tonnage is reduced by 58 per cent. In steamers the difference is not so marked, the average falling from 3,026 gross tons to 2,522 gross tons, and the numbers from 401 to 382. The diminution of trade is by no means evenly distributed among the various districts; indeed, in Belfast, and in the district of Barrow, Maryport, and Workington, there is no decrease at all. At Belfast there are under construction 19 vessels, of 193,905 tons, against 19 of 176,988 tons on March 31, 1902. It will be seen that the average size of ship at Belfast is nearly 10,000 tons. At Barrow the total has risen from 2,715 tons to 27,890 tons, and the number of vessels from 8 to 11. The great increase in the size of mercantile steamers is a noticeable feature. There are now building four vessels of 15,000 tons and above, five of 12,000 to 13,000 tons, six of 10,000 to 12,000 tons, three of 9,000 to 10,000 tons, four of 8,000 to 9,000 tons, and fourteen of 7,000 to 8,000 tons. The largest number of vessels are, however, between 1,000 and 2,000 tons, there being fifty-nine of that size under construction. All the districts of the kingdom have felt the depression in the shipbuilding trade, except those already mentioned. The totals have fallen from 267,894 to 206,597 tons at Glasgow, from 174,875 to 101,360 tons at Greenock, from 76,825 to 57,822 tons at Hartlepool and Whitby, from 224,294 to 178,058 tons at Newcastle, and from 158,639 to 116,319 tons at Sunderland. In all the rest of the world the aggregate of vessels under construction omitting warships, in the early part of the year was about 720,000 tons, so that we are still not only the largest shipbuilders, but we do more work than all the rest of the world combined. Not only are we the greatest builders, but we are also the greatest exporters. At the end of the quarter we were building for ourselves and our Colonies 794,000 tons of shipping, against the 720,000 tons the rest of the world was building for itself, and we were also building 181,000 tons for foreign or unknown owners. If we built as slowly as some foreign nations, these figures would appear still more striking, for then we should have more tonnage under construction at a given time. As a basis of comparison, it may be mentioned that in September, 1901, the highest figures were reached, and that at that time they were 439,000 tons in excess of those of the last quarter.—*Engineering.*

## ANONYMOUS LETTERS IN NEWSPAPERS.

There was an interesting discussion at the recent sitting of the conference of the United Progress Associations, in Sydney, on a motion of the effect—"That it be a recommendation to the Government to pass a Bill making it compulsory for all correspondence appearing in the public press to bear the full name and address of the writer." The mover and seconder, and those who thought with them, dwelt at length on what they considered the evils of the existing system. It afforded, they claimed, facilities for "stabbing people in the back." On the other hand, it was contended, that, especially in country places where everybody was known, abuses could rarely be brought to light except anonymously, for people, even in the interest of the public welfare, could not be expected to make personal enemies. One delegate referred to the famous letters of Junius and Horace as an argument in favour of anonymity; another saw in the proposal "only an insidious scheme to extinguish our old friend 'Pro Bono Publico.'" Mr. Clara, M.L.A., deprecated discussion on the subject, on the curious ground that the matter would before long come before the consideration of Parliament. Eventually, the motion was lost, and Mr. Clara need therefore have no fear of Parliament being influenced by any formal expression of opinion on the part of the conference.—*Sydney Daily Telegraph.*

THE *Strait Echo* deems it neither wise nor fair that in Penang and some of F.M.S. the school authorities appear to consider that they have done their duty when they vote or grant for the upkeep of educational establishments just sufficient to keep the wolf from the door.

## COMMERCIAL.

## JELERU MINING AND TRADING COMPANY.

The directors' report and accounts for the past half year state:—

The option granted to Captain F. B. Lawson, referred to in the half-yearly report dated 21st November, 1902, was not exercised. No work has been done on the lode mines during the half year. The loss for the half year, mainly depreciation, is \$7,026.37, bringing the balance at debit of Profit and Loss Account to \$110,369.96. A scheme for re-construction, with a view to providing sufficient funds to sink the Glamie shaft, is under consideration by the Board. Failing this, it will probably be necessary to liquidate the Company. The Board now consists of Messrs. E. Nathan, J. W. Van der Stadt and J. Graham. Mr. Nathan retires by rotation and offers himself for re-election.

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
MALWA NEW ..... NO SALES  
" LAST YEAR ..... @ 900  
" OLDEST ..... @ 1,040/1,080  
PATNA NEW ..... @ 1,040  
" OLD ..... @ 1,025  
BENARES NEW ..... @ 1,040  
" OLD ..... @ 1,027  
PERSIAN (PAPER) ..... @ 740

## To-day's Advertisements.

NIPPON YUSEN KAISHA.

## NOTICE.

DURING MY TEMPORARY ABSENCE from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's business at this Port.

A. S. MIHARA, Manager.

Hongkong, 1st June, 1903. [651c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALEN"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LAURIE & CO., General Managers.

Hongkong, 1st June, 1903. [649c]

## S.S. "ANNAM."

COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Duro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, of the 31st May, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 6th instant, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 6th instant, or they will not be recognised. All damaged packages will be examined on MONDAY, the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st May, 1903. [1004c]

1st June, 1903. [650c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after FRIDAY, the 5th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1903. [653c]

## To-day's Advertisements.

1st June, 1903. [650c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain Payne, will be despatched as above on FRIDAY, the 5th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1903. [652c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (Direct),

Calling at SINGAPORE, PENANG, RAN-

GOON, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MORAVIA"

Captain Seich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 1st June, 1903. [571c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent.

Hongkong, 1st June, 1903. [1c]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H. M. THE KING and HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [642c]

1st June, 1903. [650c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after FRIDAY, the 5th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1903. [653c]

THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS.

OPHTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [64c]



Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 4th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 6th June.
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON and ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ABERDEEN	"ALCINOUS"	On 27th July.
MARSEILLES, LONDON and ABERDEEN	"OOPACK"	On 14th July.
MARSEILLES, LONDON and ABERDEEN	"PELOPS"	On 21st July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 17th June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"TAMU"	2nd June.
YOKOHAMA	"KWANGSI"	3rd "
MANILA	"SUNGANG"	3rd " at 5 P.M.
SWATOW, CHEFOO and TIENTSIN	"KANGANG"	4th "
MANILA	"ORANGSHA"	4th " at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	4th " at Noon.
SHANGHAI	"WUHU"	6th "
YOKOHAMA and KOBE	"CHINGTU"	10th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th May, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	TUESDAY, 9th June.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo. By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 1, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 27th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA, REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Gibson, will be despatched for the above Port, TO-MORROW, the 2nd June, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAIR & CO., General Managers.

Hongkong, 29th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above Port, on THURSDAY, the 4th June, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 26th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

will be despatched on or about 5th June.

For Freight, apply to

ARNHOLD, KARBURG & CO., General Eastern Agents for China.

Hongkong, 19th May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP & LONDON.

THE Steamship

"BENMOHR."

Captain Wallace, will be despatched for the above Ports, on SATURDAY, the 6th June, at Daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Holman, will be despatched for the above Port, on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR, BROS. & GOW, Agents.

Hongkong, 27th May, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
------------	----------	-------	---------------

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 2nd June, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

SATURDAY, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 27th May, 1903.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain J. McGinty, will be despatched for the above Port TO-MORROW, the 2nd June, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"CHARLES TIBERGHIEN" About 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 21st May, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKESHIRE"

shortly expected, will have quick despatch. The American Asiatic S.S. Co's.

"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th May, 1903.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than

TEN CENTS (10c.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare. \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD., No. 8, Queen's Road West. Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG."

Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$1.50

2nd "......70

3rd "......30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th June, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th May, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
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ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 2nd June, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

SATURDAY, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 27th May, 1903.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain J. McGinty, will be despatched for the above Port TO-MORROW, the 2nd June, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"CHARLES TIBERGHIEN" About 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 21st May, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

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Hongkong, 16th May, 1903.

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TEN CENTS (10c.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Cochin, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

One month......7.20

Two months.....13.00

Three ".....20.00



## THE SHARE MARKET.

THE SHARE MARKET.				
STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS	
BANKS.				
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/2 for half-year ending 31/12/1902. }	\$665. b.	
National Bank of China, Ltd....	£ 8	3/4 - 1/2 p/s for 1902	\$26 b.	
Do. Founders.....	£ 1	none	\$10	
MARINE INSURANCES.				
Union In. Society of C'lon, Ltd. ...	\$ 103	60 percent = \$30 per share for 1901 ...	\$505 s.	
China Traders' In. Co., Ltd. ...	23	16 % = \$1 per year ended 30/4 1902...	\$60 b.	
North China In. Co., Ltd. ....	£ 23	Interim of £1 for 1902...	Tis. 220	
Yangtze In. Association, Ltd. ...	£ 6	20 % = \$14 for 1902...	\$130 b.	
Canton In. Office, Ltd. ....	\$ 50	28 % = \$14 per share for 1901	\$175 b.	
FIRE INSURANCES.				

12	Hongkong Fire Ins. Co., Ltd. ...	\$ 50	\$22 per share for 1901 .....	\$315 b.
14	China Fire Ins. Co., Ltd. ....	\$ 20	\$6 per share for 1901 .....	\$83 a.
16			SHIPPING.	
24	Hongkong, Canton, & Macao			
26	S. B. Co., Ltd. ....	\$ 15	\$14 for half-year ending 31 <sup>st</sup> 12 <sup>th</sup> 1902 .....	\$37 b.
60	Indo-China S. N. Co., Ltd., ...	£ 10	Fin. of 12 <sup>th</sup> making £ 1 for 1901 .....	\$107
12	China & Manila S.S. Co., Ltd. ...	\$ 50	10% for 1900 .....	\$26 b.
20	Douglas S. S. Co., Ltd. ....	\$ 50	Div. of \$3 for year ended 30 <sup>th</sup> 9 <sup>th</sup> 1902 .....	\$22 b.
16	"Star" Ferry Co., Ltd. ....	\$ 10	\$1.20 } = 12% for year ending 5 <sup>th</sup> 1902 .....	\$25 <sup>1</sup> / <sub>2</sub> b.
18		\$ 5	60 cts. } 30 <sup>th</sup> 4 <sup>th</sup> .....	\$151 b.
24	"Shell" Transport & Trading	£ 1	3rd Interim of 6d. for 1902 .....	£ 1 7/-
26	Co., Ltd. ....			
20	Shanghai Tug Boat Co., Ltd. Tls.	100	Final of 7 <sup>th</sup> making 20% for 1902 .....	Tls. 330 b.
26	Taku Tug & Lighter Co., Ltd. ...	\$ 50	Final of 5 <sup>th</sup> making 7% for the year .....	Tls. 47 s.
20	Shanghai Cargo B. Co., Ltd. ...	Tls. 100	Final of 7 <sup>th</sup> making 13% for 1902 .....	
28	Co-operative Cargo B. Co., Ltd. Tls.	100	Final of 7 <sup>th</sup> making 13% for 1902 .....	Tls. 165 sa.
16			REFINERIES.	
16	China Sugar Refining Co., Ltd. \$	100	Fin. of 7 <sup>th</sup> making \$12 for 1901 .....	\$105
11	Larson Sugar Refining Co., Ltd. \$	100	\$3 per share for 1897 .....	\$12 s.
16	Berk Sugar Refining Co., Ltd. ...			

32	Punjom Mining Co., Ltd.	S	11	None .....	\$3 s.
9	Punjom Mining Preference Shares .....	\$	1	None .....	35 cts. s.
12	Société Française des Charbonnages du Tonkin .....	Fr.	250	Int. of Frs. 30 per share for 1902 .....	\$600
28	Jelebu Mining & Trading Co., Ltd. ....	S	5	No. 9 of 5 % for ½ year end. 31/12/94 ....	\$1½ s.
10	Raub Destruction Mining Co., Ltd. ....	£	10,180	No. 12 of 1½ per share 28/1/01 .....	\$9 s.
18	Chinese Engineering & Mining Co., Ltd. ....	£	1	No. 1 of 1/5 per share 10/10/02 .....	Tls. 7 s.
16	<b>DOCKS, WHARVES AND GODOWNS.</b>				
70	Hongkong & Whampoa Dock Co., Ltd. ....	S	100	10 % & bonus 2 % for 1 year 31/12/02 .....	\$2½ sa.
20	S. C. Farnham, Boyd & Co., Ltd. Tls. 100	Tls.	100	Interim of Tls. 7 acct. 1902/1903 .....	Tls. 182½ sa.
50	Hongkong & Kowloon Wharf & Godown Co., Ltd. ....	S	50	Final of \$2½ making \$4½ for 1902 .....	\$87
—	New Amoy Dock Co., Ltd. ....	S	51	\$2½ for 1901 .....	\$40 b.
—	Shanghai & Hongkong Wharf & Godown Co., Ltd. ....	Tls.	100	Final of Tls. 12 making Tls. 18 for 1902 .....	Tls. 200 s.

LANDS, HOTELS AND BUILDINGS.				
China Provident Loan & Mortgage Co., Ltd.	\$	10	8 % = 80 cents per share for 1902	\$9.85 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$	100	Final of \$6 making \$12 for 1902	\$16 sa.
K'loon Land & Building Co., Ltd.	\$	30	\$2.30 per share for 1902	\$40 a.
West Point Building Co., Ltd.	\$	50	Final of \$1.60 making \$3.10 for 1902	\$51 b.
Hongkong Hotel Co., Ltd.	\$	50	\$6 for 2nd 1-year making \$12 for 1902	\$150 b.
Oriental Hotel Co., Ltd. (Manila)	\$	50	8 % = \$4 for 1-year ending 31.12.1900	\$30 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$	25	15 % for half-year ending 31.12.01	\$31 sa.
Hotel des Colonies (Shanghai)	Tls.	25	First year	Tls. 17 sa.
Queen's Hotel (Wei-hai-wei)	Tls.	25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$	10	9 per cent. for 1902	\$12 b.
Sh'ui Land Investment Co., Ltd.	Tls.	50	Final of 6 % making 12 % for 1902	Tls. 109 sa.
COTTON MILLS.				
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$	10	Interim of 40 cents per share	\$16 b.
Ewe Cotton Spinning & Weaving Co., Ltd.	\$	10	Interim of 40 cents per share	\$16 b.

2	International Cotton Manufacturing Co., Ltd.	Tls. 100	3 % for period ended 31.10.97	Tls. 39 s.
8	Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898	Tls. 40 s.
10	Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Interim div. of 4 % on acct. of 1898	Tls. 40 b.
16			4 % for period ended 31.12.00.	Tls. 200
10	CIGAR AND TOBACCO COMPANIES.			
30	Alhombra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$350
2	Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$18
8	Shanghai-Sumatra Tobacco Co., Ltd.	Tls. 20	{ First of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 }	Tls. 56 s.
4	MISCELLANEOUS.			
9	Green Island Cement Co., Ltd.	\$ 10	12 ½ = \$1.20 per share for 1902	\$24 b.
	China-Bornen Co., Ltd.	\$ 12	First year	\$17 s.
	A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14 s.
	Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$2 s.
	Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$121 sa.
	Hongkong Electric Co., Ltd.	\$ 10	40 cents for year ending 30.4.1902	\$70 b.
	Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901	\$74 b.
	Hongkong Rope Manufacturer			

ing Co., Ltd.	\$ 50	\$10 for 1902	\$130
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$49 s.
Hongkong Ice Co., Ltd.	\$ 25	Final of \$12, making \$16 for 1902	\$240 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$121 s.
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$11 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent = \$2½ for 1901	\$40 s.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2½ for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£ 12.5.		\$4 b.
United Asbestos Oriental Agency, Ltd.	\$ 4	80 cents for year ending 31.5.02	\$9 b.
Do. Founders.	\$ 10	\$19.80 for year end. 31.5'02 acct. 1903.	\$155
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 %	\$13 b.
China Light & Power Co., Ltd.	\$ 50	None	\$8
Shanghai Pina Co., Ltd.	\$ 50	5 % = \$2½ for half-year 1901	\$10
Manila Investments Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	Final of 50 cents for half-year 30.6.02	\$9 s.
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders. 100	Interim Dividend of Tls. 7½ per share	Tls. 270 s.

Telegraphic Address—"Rialto."

BENJAMIN, KELLY & POTTS,

Telephone No. 148., P. O. Box No. 111.

*Share Brokers.*

NOTE:—b.=buyers, s.=sellers, sn.=sales.

**BRITISH WARSHIPS ON THE CHINA STATION.**

(1st June.)

Alacrity ...	despatch	Shanghai	Mutine ...	sloop	Mirr Bay
*Albion ...	battleship	Nagasaki	Ocean ...	battleship	Mirr Bay
Algerine ...	sloop	Mirr Bay	Otter ...	destroyer	Weihaiwei
Amphitrite ...	cruiser	Japan	Phoenix ...	sloop	Singapore
Argonaut ...	cruiser	Weihaiwei	Rambler ...	survey	Shanghai
Bienheim ...	cruiser	Weihaiwei	Rinaldo ...	sloop	Japan
Bramble ...	gunboat	Weihaiwei	Rosalia ...	river g.-b.	Hongkong
Britomart ...	gunboat	Weihaiwei	Sandpiper ...	river g.-b.	Hongkong
Cressy ...	cruiser	Japan	Snipe ...	river g.-b.	Yangtze
Cherub ...	tug & water	Hongkong	Spartiate ...	cruiser	en route Home
Eclipse ...	cruiser	Japan	Taku ...	destroyer	Hongkong
Esplégle ...	sloop	Shanghai			

Europa	cruiser	en route Home	Talbot	cruiser	Shanghai
...	destroyer	Japan	Tamar	receiving	Hongkong
Fearless	...	...	...	river g-b.	Yangtze
*Glorious	battleship	Woosung	Thetis	cruiser	Shanghai
Colnath	battleship	Japan	Tweed	coast g-b.	Yangtsin
Handy	destroyer	Weihaiwei	Vestal	sloop	Japan
Hart	destroyer	Hongkong	Waterwitch	survey	enrte. Weihaiwei
Humber	store	Weihaiwei	Whiting	destroyer	Hongkong
Janus	destroyer	Weihaiwei	Woodcock	river g-b.	Yangtze
Kinsha	river g-b.	Yangtze	Woodlark	river g-b.	Yangtze
Mooschen	river g-b.	West River			

\*Flag of Vice-Admiral Sir Cyprian Bridge, K.C.B.      \*\*Flag of R-Admiral Sir Harry T. Grenfell, C.B.E.

## BRITISH WARSHIPS ON THE CHINA STATION

(1st June.)

Alacrity	despatch	Shanghai	Mutine	sloop	Mirs Bay
Allegion	batleship	Nagasaki	Ocean	batleship	Mirs Bay
Algerine	sloop	Mirs Bay		destroyer	Wei haiwei
Amphitrite	cruiser	Japan	Phoenix	survey	Singapore
Argonaut	cruiser	Wei haiwei	Rambler	sloop	Shanghai
Blenheim	cruiser	Wei haiwei	Rinaldo	sloop	Japan
Bramble	gunboat	Wei haiwei	Robin	river g.-b.	Hongkong
Britomart	gunboat	Wei haiwei	Rosar	sloop	Hongkong
Cressy	cruiser	Japan	Sandpiper	river g.-b.	Hongkong
Cherub	tug & water	Hongkong	Snipe	river g.-b.	Yangtze
Eclipse	cruiser	Japan	Spartiate	cruiser	en route Home
Esquille	sloop	Shanghai	Taku	destroyer	Hongkong
Europa	cruiser	en route Home	Talbot	cruiser	Shanghai
Fame	destroyer	In reserve	Tamar	receiving	Hongkong
Fearless	cruiser	Japan	Teal	river g.-b.	Yangtze
Glory	batleship	Woosung	Thetis	cruiser	Shanghai
Goliath	batleship	Japan	Tweed	coast g.-b.	Yangtze
Handy	destroyer	Wei haiwei	Vestal	sloop	Japan
Hant	destroyer	Hongkong	Waterwitch	survey	en rte. Wei haiwei
Humber	cruiser	Hongkong	Whiting	destroyer	Hongkong
Janus	destroyer	Wei haiwei	Woodcock	coast g.-b.	Yangtze
Kinsha	river g.-b.	Yangtze	Woodlark	river g.-b.	Yangtze
Moorthen	river g.-b.	West River			

\*Flag of Vice-Admiral Sir Cyprian Bridge, C.C.B.

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R. G. HECKFORD,  
MANAGER.